



NTSB PUBLIC AIRCRAFT FORUM

Washington, D.C. – December 1, 2011

Presented by:

Matt Zuccaro - President HAI

Helicopter Association International

- **Established 1948**
- **The professional trade association for the International helicopter community**
- **3,100 members in 78 countries**
- **96 Affiliated Organizations in 78 countries**
- **HAI Members operate over 5,500 helicopters and fly nearly 3 million hours each year**

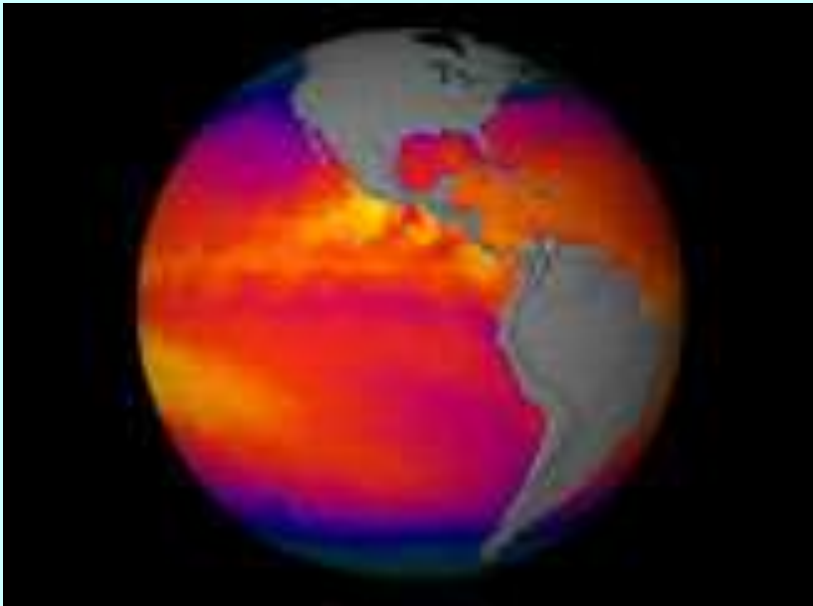
40 HAI Staff Members Alexandria, VA



HAI Members Include

- **Helicopter owners**
- **Operators**
- **Manufacturers & suppliers**
- **Service organizations**
- **Affiliate associations**
- **Pilots**
- **Maintenance Technicians**
- **Students**
- **People interested in the rotorcraft industry**

The Operating Environment



- Twin vs. Single engine
- VFR vs. IFR
- Urban vs. rural vs. offshore
- 1 aircraft to 300 aircraft fleets
- Commercial / private / public operators

Mission Profiles

Corporate

Aerial Applications

Utilities Patrol

Aerial firefighting

Air Taxi

Electronic News Gathering

Law Enforcement

Aerial Photography

Public Aircraft Operations

Search and Rescue

Homeland Security

Traffic reporting

Air Tours

Instruction / Training

Construction

Mineral Exploration

Environmental patrol

Seismic & Geodetic survey

Logging

Schedule Airline service

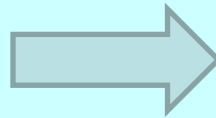
Wildlife control

Helicopter Medical Transport

Department of Defense (Military)

Courier / Cargo

Aircraft Variables



Infrastructure considerations

- 1. Off airport operations**
- 2. Low level altitudes**
- 3. Remote locations**
- 4. Outside the National Airspace System**
- 5. Hostile environments – geographic / climate**
- 6. First time operations at landing sites**



- **HAI is a sponsor organization of IHST**
- **HAI President is Industry Co-Chair for IHST**

International Helicopter Safety Team

WWW.IHST.ORG

**REDUCE THE INTERNATIONAL
HELICOPTER ACCIDENT
RATE BY 80 % OVER THE 10
YEAR period ending 2016**

“HAI SAFETY INITIATIVES”

U.S. & INTERNATIONAL

HAI SAFETY INITIATIVES

- **SAFETY AS A FIRST PRIORITY**
- **SAFETY ABOVE ALL ELSE**
- **FLY TO A HIGHER STANDARD**

HAI / FAA FAST TEAM

HELICOPTER SPECIFIC SAFETY PROGRAMS

Operator / Pilot / Technician Safety forums

- 1. Commercial Operators**
- 2. General Aviation & Training segments**

Helicopter Flight Instructor Refresher Clinics

HAI / FAA Research Program

Flight Data Monitoring / Health Usage Monitoring

Safety: Trend Analysis – Pre Failure

Economic: TBO / Inspection extensions

Accidents: Investigation and prevention

HAI Data Initiative

Currently no requirement for reporting helicopter hours flown.

Accurate flight data is necessary for proper analysis of historical accident occurrences and trends.

Inadvertent I.M.C. / CFIT / Night Operations

Focus on:

Pilot IFR proficiency / Currency

Dedicated Helicopter IFR Infrastructure

Low Level IFR Routing

Point in space approaches

Seamless transition between VFR / IFR

Mission Specific Training

- **Specialized mission specific training**
- **Provide ability to train / upgrade new pilots during actual missions , especially in single pilot operations**
- **Make flight simulators & flight training devices more readily available and affordable so as to increase their use by operators**

HAI ACCREDITATION PROGRAM

- **Foundation Program – ISBAO Recognition**
 - HAI Co-Chaired the working group to develop and implement the ISBAO Helicopter Edition (Active January 1, 2012)
 - HAI President – Member ISBAO Standards Board
- **HAI Accreditation Program**
 - **MISSION SPECIFIC STANDARDS**

HAI ACCREDITATION PROGRAM

Program Protocols

- **VOLUNTARY**
- **Coordinated with other accreditation programs**
- **HAI TRAINED and ASSIGNED AUDITORS**
- **VERIFYING FIELD AUDITS WILL BE CONDUCTED**
- **OPERATOR MENTORING PROGRAM**
- **SCALABLE – SMALL TO LARGE OPERATORS**
- **ANTICIPATED LAUNCH – HeliExpo February 2012**

HAI Safety Focus

HUMAN FACTORS

- **Risk Assessment**
- **Decision Making**
- **Cultural Change within the Industry**
 - **Safety as the number 1 priority above all else**
 - **Fly to a higher standard – above the regulations**

REQUIRED CHANGES

- **CHANGE THE CULTURAL MINDSET**

Operators

Field Personnel – Pilots / Technicians

Customers – End User

- **MUST EFFECT DAILY DECISION MAKING**

- **MAKE SAFETY PRIMARY OVER ALL ELSE**

PILOTS

THE FINAL SAFETY GATE

HAI Public Aircraft Initiatives

- **HAI Government Services Committee**
- **HAI Safety forums:**
 - **Aerial Firefighting**
 - **State / Local Public Service Operators**
 - **ICAP government operators**
- **Briefing / Coordination FAA / NTSB / Congress**
- **Facilitate stakeholder participation**
 - **HAI Public Aircraft Forum – January 2011**

Public Aircraft Current Status

FAA: Advisory Circular – work in progress

NTSB: Forum, subsequent recommendations to FAA, Congress and industry

Operators: Operator / certificate holder has ultimate responsibility for regulatory / legislative compliance

No standardized or definitive policies, procedures or definitions

Inconsistent, non standardized directives and interpretations from FAA field offices

Current Field Practices

- Operator Determination Civil vs Public operation

Government Operator – self determination and authorization

Contracted civil operator

Determination that mission must be public – outside FAR's

Advise Government agency – seek authorization as public operation

Government agency – reviews and authorizes public operation

Operator advises FAA

FAA responds to operator notice

HAI Recommendation

Establish a Public Aircraft / Mission Working Group

Industry stakeholders:

- Commercial Operators**
- Government Operators**
- Contracting Agencies**
- Industry Associations**
- FAA**
- NTSB**
- Other appropriate parties**

Working Group Issues

Public Aircraft:

What defines a public Aircraft

What are the public missions currently not allowed under current FAR 91 / 133 / 135 / 137 / 141 etc.

Aircraft vs Mission:

Normally Public vs Civil status is not aircraft nor operator specific

Specific mission is focus of issue

Working group issues

Operational Control of Public Aircraft:

Who has it if not the operator / certificate holder

What are the qualifications, background and training of those who ultimately have and exercise operational control and what standards do they utilize.

Working group issues

Absent clear definitions, interpretations and no regulatory guidance or surveillance how do you insure the highest level of safety and operating standards for all aircraft performing public missions

Working group issues

In the majority, government owner / operators are in full compliance with, and in many instances exceed FAR part 91 requirements.

Commercially contracted aircraft are already Certificate holders.

Accordingly, should Public Operations be brought under the oversight and surveillance of FAA.

Working group issues

Critical issue with public operations appears to be those specific missions not currently covered nor facilitated by the FAR's, not the actual aircraft or owner / operator.

Accordingly review those missions and methodology to accommodate them under FAA surveillance via Advisory Circular, Policy statement, exemptions, deviations or FAR's

SHARE THE VISION

IMAGINE NO ACCIDENTS

CONTACT INFORMATION

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Questions?